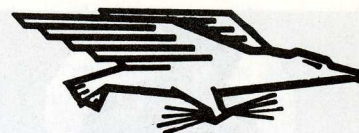


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# COAST GUARD RESERVIST

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FEB. 1970

## First Class of Port Security "A" School Graduates

Twenty-one Coast Guard Reservists had the distinction of being the first class to graduate from the new Port Security Class "A" School at RTC Yorktown, on 12 December 1969.

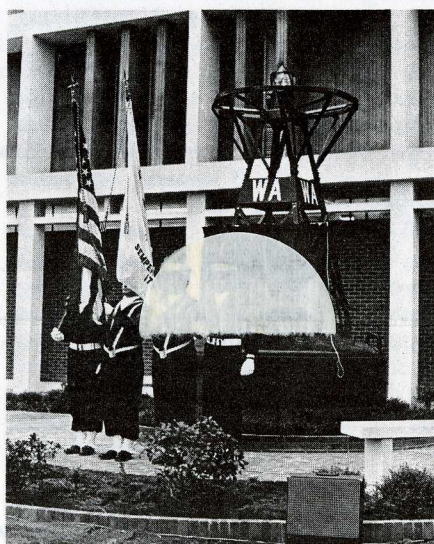
The reservists completed a twelve-week course on the protection of ports and harbors. Among their training was included law enforcement, civil disturbance, arson and sabotage, small arms, fire fighting, pier construction, water pollution, Code of Federal Regulations and explosives loading.

The Port Security "A" School was started because of the shortage of personnel in this particular field in the Coast Guard Reserve program.

Upon graduation the reservists were qualified for advancement to seaman, except for time in grade. Additionally, since they were basically qualified for advancement to PS3, except for being SN and for time in grade, they will be placed in a PS2 training program when they return to their local reserve units.

Honorman for the class was Ross Howard of St. Louis, Missouri.

## WHITE ALDER MEMORIAL



*Members of ORTUAG 08-83558, New Orleans form the color guard for the dedication of the White Alder Memorial Park at Coast Guard Base New Orleans.*

*Erected in memory of the 17 Coast Guardsmen killed when the White Alder sank following a collision with a freighter on 7 December 1968, the memorial was dedicated by the Commandant, Admiral W. J. SMITH. In dedicating the*

See "MEMORIAL", Page 3

## POLAR OPERATIONS COURSE - 1970

As part of the 1970 Summer Active Duty Training Program the two-week Polar Operations Course will again be offered. Interested Reserve officers in the grade of lieutenant or above in deck or engineering specialties should apply promptly to their district commanders. The Commandant will issue quotas for the course to all districts.

The course will cover diversified subjects including ice formation, ice identification, polar geography, operation of merchant vessels in ice, icebreaker operations, polar survival techniques, construction of icebreakers and ice-strengthened merchant vessels, etc. Material for the 1970 course will be updated and include information based on the latest activities in polar areas.

The course is scheduled to be held at Andrews Air Force Base, Washington, D. C. on 20-31 July 1970. The new location will permit the scheduling of guest lecturers in the various phases of polar operations.

**FILE YOUR TAX RETURN EARLY**





Commander Richard L. SPRAGUE, USCGR, Chief, Reserve Division, Eleventh Coast Guard District.

# Know Your Leader

Commander Richard L. SPRAGUE was born in Long Beach, California on 29 October 1921 and was raised on the east coast, in Boston and Worcester, Massachusetts.

After entering the U. S. Coast Guard Reserve in 1942, he served with a task force supplying early Arctic forces in Greenland and later in the war was stationed aboard the U. S. Navy Attack Transports, the GENERAL HOWSE and the ADMIRAL HUGHES, in the South Pacific.

Released from active duty in 1946, he attended Northeastern University in Boston where he obtained a BS in business administration. Following a period of service in the U. S. Naval Reserve, he was commissioned an Ensign in the Coast Guard Reserve in 1951. After training, he returned to inactive duty in the First District. His inactive duty was interrupted by a one year period of extended active duty in 1956-57 during which he performed public relations and recruiting duty in the First District.

He re-entered full time active duty in August 1958, and was designated a Reserve Program Administrator in October 1959 while he was aboard the USCGC EASTWIND (WAGB-279) where he served as the Operations Officer, Navigator, Acting Executive Officer.

In September 1960, he became the Commanding Officer of the Coast Guard's first Organized Reserve Training Center, located in Washington, D. C. Continuing his duties with the Coast Guard Reserve, Commander

SPRAGUE was transferred to Headquarters in April 1961 where he was assigned to what is now the Reserve Training Division. There he also served as an editor of the RESERVIST.

Commander SPRAGUE was transferred to Thirteenth Coast Guard District in August 1963, where he served as Assistant Chief, Reserve Division and later as Acting Division Chief. In July 1967, he was reassigned to the Thirteenth District's Intelligence Branch where, in addition to being the Branch Chief, he was directly involved in boat-ing safety, oil pollution, and fisheries liaison and law enforcement.

In August 1969, Commander SPRAGUE was transferred to the Eleventh Coast Guard District where he is now serving as Chief, Reserve Division.

Commander SPRAGUE's sons, Richard and Jon, have served in the Air Force and Army respectively. Both have been decorated; Richard receiving the Air Medal and the AF Commendation Medal. Jon was nominated for the Congressional Medal of Honor.

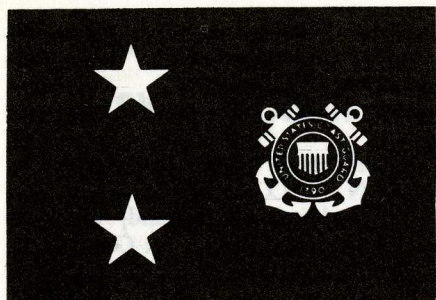
Commander SPRAGUE is an active member of many organizations including the Elks, Reserve Officers Association, and several law enforcement associations.

# DISTRICT AWARD WINNERS

The units listed below are the winners of their respective District Awards in the categories of ORTUPS, ORTUAG, and OTHER. Congratulations.

DISTRICT ORTUPS			COMMANDING OFFICER
CATEGORY	UNIT	LOCATION	
01	82009	Boston, Mass.	LCDR M. DIVINCHI
02	82143	Nashville, Tenn.	LCDR W. E. JOHNSON
03	82231	Base St. George, N.Y.	LCDR J. L. GRILL
05	82353	Baltimore, Md.	LCDR W. P. GRIFFIN
07	82500	Tallahassee, Fla.	LCDR W. S. SONNTAG
08	82560	New Orleans, La.	LCDR G. V. CLEMENT
09	82631	Forest Park, Ill.	CDR C. W. MARSHALL
11	82735	San Bernardino, Calif.	LCDR J. M. MCCARTHY
12	82788	McKinleyville, Calif.	LCDR O. W. BAKER
13	82910	Seattle, Wash.	LCDR J. J. O'ROURKE
14	82951	Honolulu, Hawaii	LCDR G. A. STEPP
ORTUAG			
CATEGORY			
01	83031	Brokton, Mass.	LCDR E. F. TRAINOR
02	83131	Omaha, Neb.	LCDR A. D. O'LEARY
03	83226	Fort Schuyler, N.Y.	LCDR G. T. VOGEL
05	83391	Alexandria, Va.	LCDR R. J. MATTHEWS
07	83479	Miami, Fla.	LCDR H. M. BALKE
08	83558	New Orleans, La.	LCDR N. E. HANSEN
09	83644	Racine, Wisc.	LCDR F. R. JONES
11	83751	Santa Monica, Calif.	LCDR C. E. RUSSELL
12	83787	Ogden, Utah	LCDR D. K. HUNT
13	83914	Seattle, Wash.	LCDR L. J. CARLSON
14	83974	Honolulu, Hawaii	LCDR F. A. ZOBRIST
OTHER			
CATEGORY			
01	89011	Boston, Mass.	LCDR A. J. SEYINS
02		NO NOMINATION	
03	86457	CGAS Brooklyn, N.Y.	LCDR F. J. DEDRICK
05	85406	Alexandria, Va.	LCDR K. W. CHESTER
07	84477	Miami, Fla.	LCDR W. C. VAUGHT
08	89409	New Orleans, La.	LT J. SALOMONE
09	85620	Cleveland, Ohio	LCDR W. H. STRIEBLE
11	89775	Long Beach, Calif.	LT J. M. KELLY
12	89812	San Francisco, Calif.	LCDR R. C. BOHN
13	89918	Seattle, Wash.	LCDR D. A. ROSE





## THE ADMIRAL'S CORNER

In 1968 the staff of the House Appropriations Committee performed an in-depth survey of the Coast Guard Reserve's training and administrative activities and its mobilization potential. In the course of this survey, committee staff members visited 6 District Offices and 20 Organized Reserve Training Units.

When I appeared before the Transportation Subcommittee of the House Appropriations Committee in September 1969 to testify in support of the Coast Guard Fiscal Year 1970 Reserve Training Budget, I was questioned in detail by Subcommittee members on many aspects of our Reserve Training program. To a limited degree, my staff and I were able to infer from the nature of these questions the contents of the Committee staff report. In reporting out the Coast Guard appropriations bill, the committee held the Reserve training appropriation to the prior year's level and directed a reduction to 15,000 men in our Selected Reserve by the end of Fiscal Year 1970. This represents a reduction of 2000 below the planned level. I believe the action to be the result of two factors: the austere fiscal climate in which our government must operate today, and the apparently unfavorable evaluation of our program contained in the House Committee investigative report.

As an investigative report, the negative was addressed. I am constrained to speak to the positive aspects of our program. Quoting from my statement before the Transportation Subcommittee, "I do feel that we have a good training program. We do have . . . highly motivated and dedicated officers, petty officers, and nonrated people. . . . The percentage of reservists qualifying for advancement in petty officer pay grades has increased 62 percent over the previous fiscal year. And I think this is an index of the benefit of the current training . . . I feel that our reservists are better trained now than in the history of the program." I wish to point out that from the inception of our Reserve training program the Office of Reserve has been continuously engaged in efforts to improve its every aspect. Most of our current plans for improve-

ment predate the recent Committee findings, and were not generated in response to them. In 1967 the Comptroller General reported after a General Accounting Office review of the Coast Guard Reserve that our Reserve units could provide only 19% of the requirement for second class petty officers and above, about 70% of the requirements for petty officers third class and nonrated reservists.

Now the House Committee review again points out our deficiency in meet-

ing the mobilization requirements for rated personnel. A shortage does exist, but significant progress has been made toward relieving it. The Selected Reserve now contains 55% of the required petty officers second class and above. Petty Officer third class and non-rated membership both exceed the requirements.

In further support of my testimony before the Subcommittee is the following summary of our progress in service-wide examinations over the last few years.

Calendar Year	Men Participating	Men Passing	% Passed
1969	5834	4578	78.5
1968	4840	3884	80.2
1967	4816	2584	53.7

### PROMOTIONS TO PAY GRADE

CY	E-4	E-5	E-6	E-7
1969	2645	1477	352	104
1968	2148	1278	318	140
1967	1321	879	228	156

The number of men achieving advancement to pay grade E-4 in CY 1969 marks the attainment of an important goal in our plans to improve training quality: for the first time, the number of men advanced to petty officer status in a year exceeded our recruit input (2,009) for that year. To each officer and man who played a part in this achievement I extend my personal thanks. Special recognition is due those men who actually attained promotion during this past year. We are all aware that other areas of our program exist where significant improvement can be shown. District and Headquarters staffs are doing their utmost to bring about such improvement, but in the final analysis the extent to which we progress is dependent on the efforts of each Reservist, and I am confident of your support.

The Coast Guard Reserve has a long tradition of achievement and honorable service. During WWII, when the Coast Guard expanded dramatically to meet its wartime requirements, 5 of every 6 Coast Guardsmen on active duty were reservists. During the Korean emergency approximately 4,000 of our reservists served the Coast Guard on active duty. Almost 1,000 of these were veterans of WW II who returned voluntarily to active duty, although they were under no obligation to do so. All of you in today's Reserve are aware of instances when the skills and talents of our people have

been of value to the Coast Guard in support of its present missions. Reservists serve on board our units in Southeast Asia; Reserve units and individual reservists periodically volunteer to assist our Regular Forces when the need arises.

Many of our unit's drill and ACDUTRA activities, particularly those related to on-the-job training, provide direct support to the peacetime missions of the Coast Guard as well as training to the reservists involved. As a result, both the Regular and Reserve establishments benefit from our activities; the former through the support received and the latter through the training obtained. This mutual benefit is possible because the wartime missions of the Coast Guard, those which you train to fulfill, are largely extensions of its peacetime activities. In summary, our Reserve, a force in being, contains a valuable pool of skills and talents and has been and is a valuable asset to the Coast Guard and the Nation in peace and in war.

JOHN D. Mc CUBBIN

### "MEMORIAL" from Page 1

*memorial, the Commandant said "Concern for fellow mariners is the hallmark of Coast Guardsmen the world over, and for 180 years, men such as these have given their lives in peace and war in public service."*



# Coast Guard History Corner

(Excerpted from a series of articles published in the CG Academy Bulletin by LCDR J. G. HEYDENREICH, USCG)

The December issue of the RESERVIST covered the activities of Hopley Yeaton before the beginning of the Revolutionary War.

Several months after the battles of Lexington and Concord, in response to an appeal from George Washington, 31 companies were organized in New Hampshire for the Continental Army. Hopley Yeaton, apparently between voyages, took command of one such company, recruited its members, and by November had completed its training.

Returning to Portsmouth, Yeaton sailed on one of a group of privateers owned by John Langdon. The group harassed British shipping and captured several prizes. On 2 July 1776, Yeaton was captured during an engagement but his captors were in turn attacked by another New Englander and he was freed.

In September 1776, he abandoned his role as a privateer master for a commission as the equivalent of an ensign in the Continental Navy and was assigned to the Frigate RALEIGH, then fitting out at Portsmouth. Shortly thereafter he became a friend of the captain of another ship fitting out—John Paul Jones. It was almost a year later that RALEIGH finally sailed. RALEIGH, armed with 32 twelve-pounders, sailed in company with the smaller ALFRED for France to obtain much needed supplies for the Continental Army. Three days out of Portsmouth they captured a small schooner and on 2 September 1777 captured the NANCY, recovering the prized British code books. Using these, RALEIGH then sailed into a British convoy and overcame one of the escorts before the others broke off the action in the face of an approaching squall.

After some delay in obtaining the much needed material in France the two ships returned to the states, taking a southerly route near the bulge of Africa. (Common in the days of sail due to prevailing winds) Unfortunately the ALFRED and her cargo were lost when she was captured after an encounter with two British men-of-war in March 1778.

Following the return of RALEIGH to Portsmouth, New Hampshire in April, Yeaton returned to soldiering for a brief period and in August 1778 par-

ticipated in an action against a British force in Rhode Island.

Called to the sea again, Yeaton returned to RALEIGH and sailed on her last voyage before her capture by the British. Sailing from Boston on 25 September 1778, she barely cleared the harbor when she was discovered by the British ships EXPERIMENT and UNICORN. After an arduous chase up the Maine coast, she was badly mauled by the two superior ships. She was finally grounded on Wooden Ball Island, Maine. Captain John Barry, Yeaton, and most of the crew escaped capture and returned to the mainland and eventually to Boston. The RALEIGH was of such fine lines that the British took her to England as example for their own ship design. Her plans are still in the National Maritime Museum in Greenwich, England.

January 1779 found Yeaton aboard the DEANE, a new ship assigned to the West Indies. There until about 1782 the DEANE, along with the ALLIANCE, the CONFEDERACY, and the SARTOGA harassed shipping, taking at least 12 prizes and 250 prisoners.

The surrender of General Cornwallis at Yorktown, Virginia on 19 October 1781 brought the war to an end, and shortly thereafter Yeaton returned to the life to which he was accustomed—that of a merchant Captain.

Coast Guard History questions—1. Which of the following was *not* one of the original ten boats of the U. S. Revenue Marine? a.—Argus, b.—General Greene, c.—Duane, d.—Virginia.

2. What component of the present Coast Guard was first known as the Coast Guard Reserve? a.—Auxiliary, b.—Light House Service, c.—Marine Inspection Service.

3. Which of the following cutters was sunk during World War II? a.—ALEXANDER HAMILTON, b.—TANEY, c.—YAMACRAW.

Answers: 1—c; 2—a; 3—a.

## RPA PROMOTION BOARD

The Commandant has approved the report of the Promotion Board which met on 11 December 1969 to consider eligible Reserve Program Administrators for promotion to the next higher grade.

The Board recommended the following officers for promotion to the grade of commander:

James A. ESPOSITO	41382, USCGR
Joseph F. TYSON	41120, USCGR
Manuel TUBELLA Jr.	41429, USCGR
James P. McRIGHT	50029, USCGR

## Baltimore ROA Chapter Award

Chief Gunner's Mate Lewis N. WIRTANEN, USCGR, of ORTUAG 05-83353 Baltimore, Maryland, has won the first annual "Lieutenant Commander Paul C. Kraft Award" as the outstanding Baltimore area Coast Guard reservist of the year.

Chief WIRTANEN, 35, is a veteran of more than 15 years' Coast Guard service. In civilian life he works with his father and brother in a family paint contracting business.

Sponsored by the Baltimore Chapter of the Reserve Officers Association, the award is named in honor of Paul C. KRAFT, a lieutenant commander in the Coast Guard Reserve, who died recently. LCDR KRAFT was commanding officer of one of Baltimore's four Coast Guard Reserve units at the time of his death.

The award was presented by Lieutenant Commander Peter IETO, USCGR, executive officer of one of the units, and chairman of the committee that selected CPO WIRTANEN.

In nominating Chief WIRTANEN for the award, his commanding officer wrote that he had "demonstrated qualities of leadership and proficiency in rate, together with an unflinching dedication to service, which has set him apart from his fellow reservists."

CPO WIRTANEN, his wife, and two children in Baltimore.

## The Coast Guard RESERVIST

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ADMIRAL W. J. SMITH  
Commandant, U.S. Coast Guard

RADM J. D. McCUBBIN  
Chief, Office of Reserve

CWO H. M. KERN  
Editor

All photographs are official Coast Guard material unless otherwise designated.

"Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication."